CAUSE AND CURE OF FINANCIAL DIS-

ORDERS. DISTRUST, NOT THE WANT OF MONRY, THE OCCASION OF THE PANIC-TIME AND THE GROWTH OF CON-FIDENCE REQUIRED - INFLATION NO HELP FOR OUR DIFFICULTIES.

To the Raitor of The Tribune. SIR: What is a panic? Such a one, for example, as we have lately had in the financial and commercial world. Such a one as we had in 1837, and again in 1857. An important question, because on the answer depend important conclusions. A doctor pever cures his patient till he knows what ails him. A panic is a fright. It is an alarm. It may be well founded or it may be ill founded. Its duration and intensity are very apt to depend upon whether it be the one or the other. In the trading world it is a doubt of and a disbelief in the value of securities. It is a distrust of the standing and solvency of in-dividuals and corporations. On the Exchange, whether the dealings be in gold, in stocks, in bank bills, or merchants' notes, or bankers' obligations, it is just the same; an eager, tremulous, apprehensive inquiry into values. The feeling flies from city to city, and from town to town, till it involves all the trading and a part of the producing world, and a very large number of people beside. It causes a simultaneous overhauling of securities and obligations, and at once, wherever it is possible, a test to be appiled to discover what is good, what is bad, and what is doubtful among them. In that test, individuals, corporations, producers, operators, and above all speculators, go to the wall. It is a time when obligations have to be met or repudiated The whole long list of debtors is sifted, and challenged from one end of the line to the other. Where the default is found to be frequent, or unexpected, apprehension is intensified, and the panic mereases and spreads.

Now this is a natural process, and not an unreason able one. Such a sifting is the only method known to trade, finance, and commerce, by which to detect and arrest rash adventure, expose over-sanguine calculations, check wild enterprises, and defeat reckless speculations. It is the only way to bring lenders to their senses and stop borrowing at inordinate and ruinous rates of interest. When the trading world gets too full of bubbles, it is the only way to explode them. A financial and commercial panic is to that what a thunder-storm is in the natural world. It clears the sky of its vapors and its impurities and its dangerous gases. It may leave wrecks and spread disaster, but the general effect is parifying, bracing, and healthful.

No system of finance that has ever yet been invented has been able to prevent panies, or scarcely to modify them, and it seems safe to say none ever will be. They come as surely where the measure of values is a metallic standard and where the circulating medium is wholly coin, as in California; or where the money in use is mixed paper and gold, as in England and France; or where it is all irredeemable paper, as in this country. It is the credit system that breeds panies, as naturally as sun and rain breed vegetation and miasma in their order. After a long period of active trade, extended manufacture, enlarged production, multiplied transactions, and consequent increase of securities, and, above all, the extension of enterprise into untried fields, a day of review and settlement is necessitated by the inevitable pressure of the situation.

Enterprising men postpone it as long as possible and would postpone it forever if they could, but the conservative forces of solid capital, aided by some unhappy or fortuitous conjuncture of events, always precipitate the crisis sooner or later. And as it has been in the past, so it will be in the future. Panie is thus simply a name for a condition which is developed from the credit system and the nature of modern enterprise, and which will forever recur at due intervals while that nature remains unchanged.

In describing what panic is we have necessarily referred in part to what is the cause of it. But there is this to be said in addition. Panic is the effect of overdoing, overwork, over-exertion, over-striving after results which will not be hurried-only that some doctrinaires object to the word, we should say, overtrading. For in the world of enterprise and trade this is just what it is. People import more goods than are wanted by their customers; they build railroads, and stores, and dwellings, in advance of the necessities of population; they buy more property than they can for; they give more notes than they an meet : they embark in hazardous speculations under the temptation of extraordinary gains, spending their money and straining their credit beyond the bounds of prudence. All this we call overtrading. When this has been going on for a certain length of time, the creditor class takes the alarm and demands a settlement. And then, and often not till then, people find out they have overtraded. As we have already said, it all comes of the undue expassion of the credit system; of that confidence of men in one another's capacity, genius, integrity, solvency, and general intelligence and ability to carry out their obligations and enterprises, which is earned by common experience. This confidence is natural, and our trading and financial systems rest on it. But that confidence is sometimes found to be misplaced. This fact does not, however, and ought not to destroy it. We must accept the system with its drawbacks, for the sake of its advantages and its blessings. It is always left to us to amend it and improve it, and this, it is to be hoped, is what will result from our recent experiences.

Such collapse and revulsion as the trade and in dustry of the country are now undergoing must then be submitted to with patience as an inevitable result of modern and especially American develop ment. Naturally, however, the eager spirit of the nation insists upon a complete and speedy cure. Hence the unreasonable demands by Congressmen for fresh issues of paper money as a means of re covery, a measure which in itself has no curative power whatever. Hence the thousand and one schemes of speculative persons, marked by every species of crude conception and absurd suggestion that the human mind can conceive of. Those who propose the issue of more paper money as a means of reviving trade and stimulating industry, quite overlook existing facts. They clearly overlook the break-down of credit, the prostration of numerous extensive enterprises arising from doubt of their feasibility, or demonstration of their unprofitable ness; the diminution of consumption, and its resulting depressions in every branch of industrial activity. Surely such serious disorders as these, reaching down to the very heart of things, are not going to be mended by anybody simply by an offer to lend more money. What is wanted is not money itself, but the means of profitably employing it. For the time being, these have disappeared in the general wash-out. They will not reappear on call. They are the slow growths of time and opportunity And though the recuperative power of the country is great, a revived prosperity will not be found to be the growth of a day or a year. The ebb-tide in affairs having set ic, we need not look for a reflux except in the natural order. This is by settlements. compromises, adjustments, a partial sponging of indebtedness, and a new departure. All of which re-

And as more paper money will not restore our lost activities, so is it true that the panic was not caused by any want of it. This is demonstrated by the fact that the same amount remained in circulation as had been in existence during all the years of our ac tave prosperity. Failures and stoppages of all kinds of work diminished the demand for money as the panic made progress. Yet the supply was not curtailed, but on the contrary, was increased by the legal-tender issues of the Government. Our panic of 1873 had this peculiar and exceptional feature. rendering it unlike all preceding panies. Generally they result in a sudden contraction of the paper circulation arising from distrust and apprehension of the power of redemption. But nobody doubted our paper money, since it rested, or was believed to rest, on Government credit, and thus none of it was sent home. Perhaps we might with more truth say that it was not returned because it was not actually redecmable in anything. So that although business has diminished in volume the amount of the cir-

culating medium is increased. We are running much hinery, with the same amount of steam Who shall say then that it is more steam that is

We cannot lay too much stress upon the fact that the disorders and distress of the country are to be imputed to something quite outside of the amount oney in circulation. We find, as we have already said, this something in the undue extension and abuse of the credit system. The fundamental difficulty lies in the fact that there has been too much ending and too much borrowing. That there was oo much lending is demonstrated by the shameful fact that some of the principal banks of the country went down before the first blast of the tempest, and weeks elapsed before they could recover themselves and pay their obligations. That there was too much borrowing is equally evident in the stoppages and failures of numerous leading bankers, merchants, manufacturers, and railroad corporations, involving enormous amounts of money and orresponding losses. People borrowed and lent as they never borrowed and lent before. Credit was piled on credit, and obligation piled on obligation, till all the floating capital of the country, and all that could be borrowed in foreign countries, was absorbed and expended. Immense amounts have been sunk in every kind of unprofitable enterprises, in the rivalries of the great transportation companies, and in extravagances of all sorts, till the activities of the country have finally sunk down in exhaustion from their own efforts.

Now, having determined what a panic is, and what causes it, we are prepared to consider what is its cure. It would seem as if there could be no disagreement in the answer among those who have an ntelligent appreciation of the condition of things. As the country has suffered from over-action, what it now requires is ropose. When a man has run himself out of breath, he must stop and rest. There are vast numbers of unpaid notes, of undischarged obligations, of unfinished enterprises, of extensions and renewals, of unadjusted accounts, of unfinished probings into doubtful securities, and a long train of examinations into the dubious realms of personal and corporate credits, which require time for settle ment and solution. It is a slow process for the country to feel its way back to solid ground after the giving way of so much of what was deemed stable masonry in the financial fabric. Our com plaints cannot be cured any more than a broken leg can be cured without taking time for it. It is only by patient continuance in well doing, after a long and serious debauch, that we can recover our health of body and vigor of spirits. It might be worth while to inquire whether some phases of our condition are not the result of a natural reaction against the system of high prices and enormous profits born of the war. Consumers are exhausted by their long continued efforts to keep pace with the demand of producers and middlemen. It is quite notorious that high prices have destroyed some flourishing industries, and prevented the development of others. Is not retribution thus showing itself in its natural forms?

But without considering this point, we can, in any case, see that a great want of paying consumers is now manifest. Production has in many cases outstripped demand, and is almost everywhere diminished for want of buyers who are able to pay. The country needs a tonic that only increased consumption can furnish. But that consumption can only result from a larger purchasing power. This, in its turn, must come from new demands, either foreign or domestic, for the products of labor-agricultural mechanical, or manufacturing. But the foreign de mand for our products is now above the average, so that we need not look for an augmentation in that quarter. Our business of railroad building, which has for years employed a vast variety of skilled and unskilled labor, from the throwing up of earth embankments to the construction of model engines and palace cars, is brought to a comparative standstill. Not for want of money, but because the business has outgrown the immediate need of the country, and does not pay. An immense amount of money has gone into these constructions, which thousands of investors therein would be only too glad to get back And if they once got it, it would be long before they would lend again on those or similar securities Our general manufactures, and the supply of coal, iron, &c., can only keep pace with the general development. They have got great headway through the rapid advance of the country, but they have arrived at a point where they are not to be forced further by a mere abundance or superabundance of money. The cotton, iron, and wool manufactures and the products of our mines have been very much multiplied and extended, and no operator will say it is more money that is now wanted to make them profitable, but increased demand. The fact is, onsumption has temporarily attained its maximum point. This is shown by the revulsion, which is but the natural result of a long period of exceptional activity and an extraordinary era of prodigal private and public expenditure.

The production of the country was beginning to outrun consumption. This wasto be seen plainly enough in various ways, particularly in enormous borrowing, and in the fall of prices, even before affairs culminated in the panic. We should have had omething akin to the existing stagnation and deression, even if the panic had been tided over for another year or two. The country has, then, entered upon an enforced period of rest from its overexertion; and this, along with the healing and settling processes for which it affords opportunity. and the review of the situation which it compels must the the chief remedy for its ills.

Those who think otherwise, and have faith in fresh ssues of paper money as a specific, will not be long in discovering their delusion. Already money is a drug in the large cities, and, what is more, the moneyenders there are to-day less exacting by far in the character of the securities demanded for loans than itis proposed by the inflationists the Treasury shall be in its new issues for universal consumption. The Government must have National bonds, but the banks and bankers will be quite content with good notes. It will be only a short period before every body will see that it is not because money cannot be porrowed that the business of the country languishes.

The questions before Congress touching our nonetary system are really quite independent of the industrial situation, though members of Congress persist in treating them as identical. If we are not wholly at fault in our diagnosis of the case, and it seems to be a very plain one, expansion of our paper money ismes would not improve the situation, and a mode rate contraction would not harm it. It is a favorable period, therefore, to repair and improve the monetary system. This may be done by a very simple process, without meddling with the volume of paper money in circulation. This process is to establish : system of redemption for all our paper issues used as noney, and then grant free banking. This would cure many evils connected with our present system, such, for example, as the present dormant and lifeless con dition of the circulating notes of the banks, which need an active form of redemption in order to secure safe and healthy banking. It would also settle the much-vexed question as to the amount of money required to transact the business of the country. Free banking would solve that problem and remove an dious monopoly so much and so justly complained

odious monopoly so much and so Justly compliance
of. It would likewise take away the disgrace of
having no provision for the legal-tender notes, and
put them upon a satisfactory foundation.
Redemption of those notes and of the bank notes
in a five per cent gold bond of the Treasury, and free
banking, is then, in the absence of all purpose to resume coin payments, apparently the best provisional
solution of the present aspect of the financial problem.

Philadelphia, Peb. 25, 1874.

President Murillo of the United States of Coombia has sent a message to the Congress at Bogots, in which he calls attention to the disturbances and scan dals which had taken place in the City and State of Pau ma, which tends to interfere with the freedom of rail ams, which tends to interfere with the freedom of railroad traffic. The National Government, being in duty
bound to protect the railroad, has declared that any
disturbance along the lise of the railroad is a violation
of the peace of the nation. As a consequence the Government has determined to keep at Panama a garrison
of 200 National Guards. This resolution, the President
observed, had been anticipated by the Constituent Assembly of Panama, which passed a law Eins the limits
of a neutra, gone, inclosing the railroad, in which the
ostion is bound to recease all pyrolutionary myrogenia. TRANSPORTATION PROBLEMS

THE ANTI-RAILROAD MANIA. REASONS FOR DISCRIMINATING IN FREIGHTS SMALLER TOWNS-UNCONSTITUTIONALITY OF IN-TERFERENCE WITH TRANSPORTATION CHARGES-THE GRANGERS SCHEME INVOLVING LOSS OF POPULAR LIBERTY AND A STEP TOWARD CEN-TRALIZATION.

to the Editor of The Tribune. SIR: The history of the world affords no parallel to the progress made by the States of Indiana, Illinois and Iowa in all the great essentials that constitute the prosperity of States. The construction of railroads has contributed more than everything else to this end. There are now 3,833 miles of railway in Indiana, 6,474 in Illinois, and 3,844 in lowa. These roads were constructed because of the inducements held out by the people of these States to capitalists for the profitable employment of their money. In most instances these hopes have not een realized. Only a small number of railroad companies pay dividends to the stockholders. The great majority can scarcely pay the interest on their construction bonds. While this is the fact as to the companies, the country through which the roads extend has been made a hundred times richer than it otherwise would have been. And yet, the very people most benefited are pursuing a course of policy tending, not only to injure those now in existence but prevent the construction of others.

The excuse for this is, it is said, too much charged for transporting produce to market, although the cost is not one-tenth that paid before

railroads were made. A train of cars is made up for a certain point, but afterward the owner of the goods on one of them determines to have it left at a point short of its first destination, and he is charged more for it than if it had been taken the whole distance. And now come Mr. Charles Francis Adams, jr. (the great-grandso of the great John Adams), and says it is a great outrage that the railroad company should charge for not hauling the car to its first destination. As the learned Mr. Adams conned that over in his study, he no doubt regarded it as a monopoly extinguisher; out any switch-tender, who knows nothing about metaphysics, and who has never read Sartor Resartus, would inform the learned gentleman that the reason for the extra charge is that it costs the company more to stop a train, cut out a car, and place it on a side track, than to haul it the whole distance.

This instance of outrage and monopoly plunder was related a few days ago in Congress, to show the necessity for the enactment of a law to fix the price at which transportation shall be done by railway companies, and a bill is now actually pending in Congress for that purpose. Those two wise men, Solomon and Wendell Phillips, are certainly mistaken. There is something new under the sun.

The right to enact such a law, and thus to take private property for public use, without just com pensation, as in effect this would do, is found by the advocates of the "bay-seed dispensation" in the following words in the Constitution, viz.: "Congress shall have power to regulate commerce with foreign nations, and among the States and with the Indian tribes." To understand for what purpos these words were put into the Constitution, and the extent of the power they confer, it is only necessary to giance at the reason given for doing so at the time of the formation of that instrument. Under the Articles of Confederation the States regulated commerce among themselves as they deemed proper as they were not restricted by those articles. The tobacco of Virginia, taken into North Carolina, was taxed by that State, as was that of North Carolina taken to Virginia, and so with the other States in relation to other articles of commerce.

relation to other articles of commerce.

When (says Judge Story) one State imposed high duties on the goods or vessels of a foreign power, to countervail the regulations of such powers, the next adjoining States imposed lighter duties to invite those articles into their ports, that they might be transported thence into other States, securing the duties themselves. This constrictive policy in some of the States was soon counteracted by others. Restraints were immediately put on such commerce by the suffering States; and thus a state of affairs, disorderly and unnatural, grew up, the necessary tendency of which was to destroy the Union itself.

This discordant action of the State did more than

This discordant action of the State did more than all other causes to produce the present Constitution The power thus to "regulate commerce" (and not the charges for its transportation) was surrendered by the States, to the General Government, for the purpose of harmony, and hence the provision as it now stands

In commenting upon this provision, Justice Story, who, whatever may now be thought, was once preamed to know something of the purposes and powers of the Constitution, says: "Indeed, without this power to regulate commerce among the States, the power of regulating foreign commerce would be infor what purposes the power to regulate commerce may be constitutionally applied." He answers first, as among the States, and says:

as among the States, and says:

It is not doubted that it extends to the regulation of navigation and the coasting trade and fisheries, within as well as without, any State wherever it is connected with the commerce or intercourse with any other State, or with foreign nations. It extends to the regulation and government of seamen on board of American ships, and to conferring privileges upon ships built and owned in the United States, in domestic as well as foreign trade. It extends to quarantine laws and to pilotage laws and wreaks on the sea. It extends to the inavigation of vessels engaged in currying passengers (whether steam vessels or other descriptions) as well as the navigation of vessels engaged in traffic and general coasting business. It extends to the laying of embargos, as well on domestic as on foreign voyages. It extends to the construction of lighthouses, the placing of buoys and beacons, the removal of obstructions to navigation in creeks, rivers, sounds, and bays, and the estatoishment of securities to navigation against the inroads of the ocean. It extends, also, to the designation of particular ports of entry and delivery for the purposes of commerce.

Mr. Justice Story does not, as will be seen by the above, even in the most remote manner intimate that this power extends to fixing the price to be charged for the transportation of "commerce among the States." If so great and important a power exists, certainly it would have been recognized by so profound a jurist.

If the power now claimed exists as to the States, it certainly does as to fereign countries. Then, why not fix by Congressional enactment the rate at which wheat and cotton shall be carried to Liverpool or to other foreign ports ! Why not say that tea, coffee, sugar, and other productions of foreign countries shall only be brought here by American vessels, at a price per ton to be fixed by Congress Why not regulate the coastwise trade in the sam

In the search for the right so to regulate the price of transportation, it is said that Railway Companies are common carriers, and, therefore, they are sub ject to Congressional action. Express companies are common carriers, and so are steamboat and canal companies, and so is the man who drives a fourhorse team in the transportation of goods. Many of these companies charge very high for their services, but whoever dreamed of regulating them by Cor gressional enactment f

It is also claimed by these searchers after power, that because the Parliament of Great Britain limits the charges for freight and passage on railways, Congress can do the same thing. They don't seen to know that the railway companies of England derive their charters from Parliament, and that they contain this limitation. It is the contract be tween the Government and the companies, well understood before a dollar is invested in making a road. Not so here. Our railroad charters are de rived from the States, and very few of them contain any such limitation. When the provision is not in the charter, even the State Legislatures cannot in pose a restriction, because it would be in bad faith and in violation of the contract between the State and those who furnished the money to make the road. If the State cannot do it, much less can it be done by the General Government.

The truth is, that neither those who made the Con stitution, nor the great commentators on the powers it confers, ever claimed, or intimated that so vast a power exists in that instrument. That it does so, as only been revealed to the latter-day-saints, whose knowledge of constitutional law has been ac quired by listening to the inspiring song whose horus is,

" I would be a Granger, and a Granger I'll be." Said Young Rapid, in the play, to bis revered pro genitor. " Dad! Dad! sink the tailor, and try and be a gentleman." So, I would say to the hay-seed expounders of constitutional law, "Sink the dema-gogue, and try to be statesmen." You certainly do not believe in the ridiculous doctrine you think yourselves compelled to advocate in order to retain your seats in Congress. Have the boldness to express your real convictions. Tell your constituents that the true policy of the country is to encourage, by every possible means, the building of more railways, rather than to cripple those already in existence; and that the roads must be managed by those who own them, like any other business, restricted alone by what ever provisions may be in their charters, untouched by Congressional interference. Tell them that if, by reason of low prices, wheat and corn will not bear transportation a great distance, to turn their attention to the raising of cattle and hogs and the growth of wool, that will bear it. Encourage the building of manufacturing villages, so that a market may be created for the sale of those farm productions that will not bear transportation to a distant market. Open your coal mines so as to utilize the iron ore that abounds in richer profusion than in any other country on globe. Educate your children and teach them that they can only become good, prosperous, and happy

they can only become good, prosperous, and happy citizens through habits of temperance, economy, and industry. Frown down the whining demagogues who may attempt to excite the prejudices of one portion of the people against another. Tell them that capital and labor have identical interests and can only be prosperous when in perfect harmony with each other. Do these things and you will receive the plaudits of all intelligent men and will not fail to realize the satisfaction resulting from a conscientious discharge of duty to your country.

During the Rebellion the omnipotent law of necessity—self-preservation—compelled the enactment of laws not warranted in times of peace, so that now many seem to think that the will of Congress, like that of the British Parliament, is the Constitution. We should hasten to live against entroachments that must end in a centralized Government, destructive alike to the reserved rights of the States and to the liberties of the people.

Washington, March 17, 1874,

GENERAL NOTES.

An Oshkosh judge lately received four bars of soap for a marriage fee. Could this be considered cash? The bones of three of Barnum's dromedaries

have been presented to Yale College. The relics of the others go to the Smithsonian Institute. Seven young ladies in Waupon, Wisconsin,

lately jumped for a silver medal. They were loose trousers, and Sarah Jane Smith conquered. Because a resident of Laporte, Ind., got married immediately upon hearing of his divorce, he was

A Council Bluffs milk dealer has introduced the practice of delivering milk in quart and pint bottles, which can be conveniently placed on ice or in cool water. The first prize-a handsome case of surgical instruments—has been awarded in the Iowa State University to Miss Rebecca Hanna, for the best specimen of

A calf born in Ludlow, Vt., now no more had two heads, two necks, two breasts, and six legs. I he had lived, what an ornament to the barn-yard he would have been! Inscription on a tombstone in Columbia,

Tean.: "Escaped the bullets of the enemy to be assassinated by a cowardly pup-a kind husband, an affect There is a butcher in Keokuk, Iowa, who

gives away a chromo with every ten pounds of meat. Is the generous man sure that his patrons would not pre-fer an extra chop? There is a Mr. Frank Preston, aged 100 years,

less one month, living near San Francisco. He not only saw Washington, but held his horse while Preston père shod the illustrious animal. The City of Louisville rejoices in the pros-

pect of the establishment of a long talked of cotton fur tory, the men and the energy to make the enterpris-successful having at last been discovered. Twenty-one years ago Hosea Fletcher of Mil-

fred. Mass., left town with a yoke of oxen, and had not been heard of until last week, when he was kind enough to write from Kansas and inquire about his family. The people of Whitley County, Ky., mourn

the disappearance of their Sheriff, named Brassfield, but they mourn much more for \$7,000 of the county money, which he took with him to pay his traveling expenses. Mrs. Coughorn, Marion County, Tenn., aged 113 years, last Summer cultivated a patch of corn by her

own labors. She goes about wherever she wishes, always walking, and is altogether a flue old Tennessee gentle-woman, all of the olden time. The story of Cleopatra's pearl has been surpassed. In Saugatuck, Conn., at a supper the other night, about 100 pearls were found in the shell of a roasted oyster, all spoiled, large and small, by the cook-ing to which they had been subjected.

Darwin D. Hall, a prominent and rich man in St. Johnsbury, Vt., committed suicide the other day "on account of trouble with his hired girl." If every-body having this sort of trouble should do this sort of thing, how tragic would the times become!

The manager of the city street railroad, i New-Orleans, recently went through a melancholy opera tion. Taking a bag containing 47,000 counterfeit nickels, which had been received from passengers, he carried it in a boat to the middle of the river, and there consigned it to a watery grave.

Mrs. Van Tassell, who died aged 89 years at Maumes City, Ohio, is said to have been the first woman admitted to medical lectures in this country. These she attended in this city in 1833, and afterward practiced for six years in Memphis. In early life she, with her hus-band, was a missionary among the Ottawa Indians.

Three strangers arrived at Lynnfield, Mass. the other night, at the home of E. G. Russell. No one of them could speak a word of English, and they were naked and destitute, not one of them having a penny. They were furnished with food and clothing, and will be cared for till they can do better. The aggregate weight of the three was 21; pounds.

We do not know who could possibly be more in want of a help:nate than Mr. Ross of Florence Ala. He never walked a stop in his life. He has jus taken a No. 2. At his first marriage he was supported at the side of his bride in a huge basket, but he went through the second ceremony held up by the side of the bed, out of which he got for the purpose.

HONEST AND CHRISTIAN MEN WANTED IN

POLITICS.
To the Editor of The Tribune.

Sin: It is a marvel to me that our American men take so little interest in politics. They can discuss the questions of the day over their walnuts and their wine, but they don't get beyond discussing them. Fools and knaves, particularly the knaves, throng our public places, and are willing enough to partake of the loaver and the fishes, but few honest men, few gentlemen seem to care enough for their country to be willing t seem to care enough for their country to be willing to put their own hands to the plow. Far away seems the time when a celebrated political party took its name from the initial letters of its motto, "We Hope In God." Now-adays politicians in general neither "hope in God," fear God, nor keep His commandments. And to think that it should be so now, at a time like the present, when, in the mighty pressure of our country onward, talent and integrity, strong minds and honest hearts, are more than ever needed to serve and shield her. Very fitting, very well deserved, is the Greek shields, from which the English word idlot is derived, signifying a man who takes no interest in politics. For there are honest men among us, to be found without Diogenes and without his lantern, men uniting the gentleman, the scholar, and the Christian, able, if they were only willing, to come up to the help of the nation, and to make America name and a praise in the whole earth. But they will not come, because politician has become a by-word and a reproach, synonymous with every kind of low dishonesty. So much the more are they needed, like Hercules, to cleanse the Augean stables, and to prove to the world that a man can be a politician, and yet, like Bayard, be "without fear and without reproach," a pure patriot, an incorruptible statesman, an earnest, resolute, whole-souled Christian. Oh, what a glorious inture might be before us!

New Fork, March 15, 1874. put their own hands to the plow. Far away seems the time New-York, March 15, 1874.

MANY AGENCIES FOR CHARITABLE RELIEFS to the Editor of The Tribune.

SIR: A man and his wife with six children, the man out of employment, partially disabled in the army, and hence entitled to \$3 or \$10 per month from the Ladies' Union Relief Association, have 33 cents a day fo food, clothing, fire, and rent. This is five cents a day for each individual. One of the children gets sick, and th visitors of the Association recommend them to the Sick Poor Society and for medicine to a dispensary. Sick Poor Society and for medicine to a dispensary. Clothes or shoes must be had and the visitor recommends them to the Saint Vincent de Paul Society or to the Ladies' Home Mission. In cold weather, the visitor recommends them to the Commissioners of Charities and Correction for coal, so that here are five organizations contributions will encourage pauperism? This is not the opinion of those who work for these societies and have practical experience of the necessities of the poor. I need only add that the recommendation of one association to another is taken by each to prove the worthiness of those sent, and they are generally helped. I do not deny that there are impostors, but during my own experience of nine years of voluntary labor in this fleid I have found only large cases of prearranged deception.

New York March 16 1814. Geouga S. McWattens. POSTAL REFORM WANTED.

THE POSTAL SERVICE IN THE PACIFIC STATES. THE ENORMOUS SUMS RERETOFORE PAID TO MAIL

CONTRACTORS-RE-SUBLETTING OF CONTRACTS-LARGE AMOUNTS SAVED UNDER THE NEW CON-TRACTS.

FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE. Washington, March 18.—The result of the recent mail-lettings for service not performed by rail-roads in the Pacific States and in the Territories has astonished everybody. The ma jority of these routes have heretofore let to contractors, many of them Eastern men, who did not perform the service themselves, but sublet their contracts to the actual carriers at greatly reduced rates. The result was that the Government in many cases paid more than twice the actual cost of carrying the mails, while those who realized the profit performed none of the work. The rates at which the new contracts are made are, in most cases, fully as high as those heretofore received by the actual carriers, who are believed to have generally been the successful bidders. The abolition of the franking abuse is also be

lieved to have caused a considerable reduction from what the bids would otherwise have been. In the sparsely populated regions of these Pacific States and of the Territories, where the routes are, in many cases, hundreds of miles in length and over very difficult roads, the legitimate mails are very light. But the Senators from Nevada and the Delegates from New-Mexico and Arizona are entitled to just as many publ.: documents as the !Senators from New-York or the Representatives from New-England, and are a great deal more likely to send their full quota through the mails. These documents, in some cases, weigh as much as all of the remainder of the mails. The contractors have bid on the basis that the franking abuse is not to be revived. If it should be, many of them will fail, and the Postmaster-Generallwill have to relet the contracts.

It must not be supposed that because the nev contracts have been awarded at such reduced rates the Post-Office Department will not have to pay more than the contract price in some cases. It has long been a trick of contractors to bid much below the actual cost of carrying the mails, and then after a few months, to fail, give up their contracts and forfeit the penalties. The Postmaster-General is then forced to make new contracts with persons who are prepared to perform the service, and at such rates as the contractors may fix. The new contractor is usually the original one under a new name. Instances of this kind are very numerous, where, after the failure of the contractor, the De partment has had to pay twice, three times, and, in some cases, even five times as much as the contract was originally let for. It is therefore possible, and, indeed, probable that in less than a year new contracts will have to be made for many of these routes at greatly advanced rates.

According to the official figures, large sums have been saved on several of the new contracts. In California, for instance, \$66,000 is saved on a single route, and reductions ranging from \$3,000 to \$30,000 have been made on a number of other routes. A few contracts have been relet at an advanced rate, but generally a small reduction has been made. In Oregon there are two or three reductions, ranging from \$3,000 to \$4,000. In Nevada the largest reduction is \$31,500. Another one amounts to \$21,010, but generally the reduction is between \$3,000 and \$3,000. In Utah two large reductions have been made, one of \$32,500 and another of \$27,000. The largest in Colorado is \$91,033; the others are all small. In Idano the largest reduction amounts to \$63,000. Two large reductions have been made in New-Mexico, one of \$115,000 and one of \$52,000. In Washington Territory the largest reduction is \$43,233, bu there are two of over \$8,000 each. In Arizona and Wyoming the reductions are generally small. The subjoined table is a recapitulation of the official figures, and shows the number of routes recently let, the amounts for which they were let, and the amount paid for nearly the same service during the present iiscal year. The difference in the number of routes in the two columns is due to the recent establishment of new ones and the suspension of others. In a few instances, however, contracts included under the heading of old contracts have vet been relet, and are not included under new

contracts:				The Contract of Contract -	
States and	ARM CON		-01.0	CONTRACTS.	
Territories,	No Routes.		No Bout		
California	142	\$279,255	132	\$502,894	
Oregon	41	75,750	43	99,224	
Nevada	27	79,391	22	161,820	00
Montana		32,872	20	88,756	00
Utah		135,736	29	366,840	00
Colora io		62,340	32	175,166	00
Idaho			11	109,946	00
New-Mex.co.			1	279,532	00
Arizona			11	86,077	00
Washington.			18	137,496	
Wyoming			3	13,530	00
			-		-
Total	359	\$937,140	328	\$2,023,361	50

NEEDED POST-OFFICE IMPROVEMENTS.

SMALL MAILS WANTED BY EVERY TRAIN-DETENTION IN THIS CITY-LACK OF SUNDAY FACILITIES. To the Editor of The Tribune.

SIR: The object of the Post-Office is the accomn dation of the public in the receipt, transmission, and delivery of its correspondence. In order to do this, the mails should close and be transmitted at such times in the day as will meet their wants. It is no answer to the demand for an hourly mail between New-York and Philadelphia that there is a mail service seven times or a dozen times a day betwee these places. There may be ten or twenty daily mails from the New-York office to the Pennsylvania Railroad, but what does this prove! Nothing-except that the local mails for the different branche and connections on that road, which are almost innumerable, require this service.

The mails from New-York to Philadelphia close a 5 and 7 a. m., 13 m., 3, 4:30, and 10:30 p. m. The publie have practically but two mails a day, for the mail closing at 3 leaves at 4, and is delivered with the mail leaving at 5 o'clock the next morning No one in New-York sends by the mail closing at 7 o'clock a. m. Two more mails might be sent, closing at 9 a. m. and at 2:30 p. m. These two cities, with nearly a million of inhabitants each, have certainly correspondence and mail matter enough to justify sending it on every express train running between the two cities

Mails for the East, via New-Haven Railroad, close at 5 a. m., 1:30, 2:30, and 6 p. m. There are practically but two mails a day to New-Haven, with 12 trains. The mail to New-Haven closes at 1:30, 2:30, and 6 p. m. The trains leave at 3 and 9 p. m. It is therefore, impossible to write to New-Haven and get an answer the same day. This is almost intolerable. If small mails were made up by every train, this could easily be remedied. The mails could also close later than they do now; the 1:30 p. m. mail at 2:30, and the 6 o'clock p. m. mail at 8 o'clock. It is equally impossible to obtain an answer the same day to letters sent to Albany and Troy. With th number of express trains that are available, it is very evident that in the direction of Philadelphia Albany, and New-Haven, as well as to local points around the city, the mail service is sadly defective and indefensibly so.

The local service in the city is open to the same criticism. The New-England mail arriving at the Central depot at 5 p. m., instead of being delivered from a sub-office in the station throughout the upper part of the city, on its arrival. is carried to the main office, received after it has closed, and is carried back the next morning for delivery; so that letters leaving Boston for New-York and Washington; will be delivered at the same hour in each city. By this detention a further delay is created, for in the morning another mail arrives from the same point, and the accumulation of the two delays the delivery of both. By this delay, at least 500,000 people residing in the upper part of New-York City are daily incommoded—a larger population than are accommodated on the entire line of any one road out of New-York, for a distance of 150 miles, with the exception of terminal cities.

The Post-Office in New-York should be kept open constantly, day and night, and every day in the week, for the sale of stamps and the delivery of letters and papers. A collection should be made from the boxes and the hotels on Sunday afternoon to

season for the various evening mails, and, in fact, there should be a collection of the entire city each day as late as 7:45 o'clock p. m. These improvements would add but little to the labor of the omployes or the expense of the office.

It is easy to say that the public does not want such accommodation; the only test is experience A great city of the permanent and transient population of New-York, substantially cut off from the receipt and delivery of the mails one-seventh of the time, should have a fair opportunity of showing its wants and requirements. New-York City is a field for the most extensive and brilliant successes in this department; an active business community, in close relations with the surrounding country and cities of the continent, and connected with foreign countries by atmost daily lines of mail steamers, has a field unsurpassed in the world.

If any pressure can secure the recognition of the great possibilities for postal development in New-York, every officer of the Post-Office Department will be thankful. No one defends the present condition of things upon any ground except the want of room to perform the duties of the office. When this is obviated, by the occupation of our new Post-Office, we shall start on an era of immense growth, and, what is of almost equal importance, frequency in the transmission of mails, and perfection in the details and internal arrangement of the Post-Office service.

But we cannot afford to wait even the completion of our new building for the service that is now required in the upper part of the city, especially at the Grand Central Depot; and we hope those in authority will give this matter their immediate attention.

New-York, March 7, 1874.

THE BUFFALO COUNTRY.

TERRITORY LARGER THAN THE STATE OF NEW. YORK-ITS BOUNDARIES AND STREAMS-DESTRUC-TION OF THE BUFFALO-TIMES AND WAYS OF HUNTING-EATING THE MEAT AND CURING THE ROBES.

PROM AN OGCASIONAL CORRESPONDENT OF THE TRIBUNE. GREELEY, Col. Ter., March 1-The region now most known as the buffulo country lies between the Ar-kansas and the South Platte, and is 200 miles wide from north to south and 300 miles from west to cast, making a territory considerably larger than the State of New York. It includes a part of Colorado and Kansas. Although there are heavy settlements and large towns along the base of the mountains, and although two rail roads run through this buffalo land, only an extremely small portion has been explored, or even visited. The buffalo are most numerous this Winter along the South Platte, and particularly along the Republican, the course of which is to the south-east, on a diagonal line. The buffalo come up from the south in the Fall, along a northerly and southerly line, which, east of Denver, is considerably further from the mountains than fifty miles to the north, because there are cattle ranches and some farms on various tributaries of the Republican that run nearly north. What kind of a country it is for 100 miles on the upper waters of the Republican is unknown, for it is unexplored; but it has been gathered by a sort of tradition that, for a part of the distance, water stand in pools and timber is scarce; while lower down, say 199 ities east of the mountains, the stream is large and timber is plentiful. Here hickory, oak, maple, and ash are found, and wild turkeys are abundant. It is certain that the buffalo die here in untold thousands, possibly millions, and that Sioux, Arrapahoes, and Cheyenn and some Pawnees, live here the year round, the chis attraction being the buffalo. It is to be said in favored the Indeans that they never kill more than they need and that whatever animals they kill they dispose entirely.

PRESENT RANGE OF THE HERDS.

Before the Union Pacific was built, the buffalo resus as far as the North Platte, and even to the Missouri, bu now only a few cross this road, and their range term nates in the valley of the South Platte and of its tribe taries, which are small streams coming through the grassy meadows and craggy canons from the north. B: there is another vast buffalo range further north, and its limits are between the North, Platte and the Missouri, space from north; to south at least 300 miles wide. The ettlements on the west of this are scarcely worth nam ing. It begins nearly 200 miles west of Omaha and Kansa City, and extends to the mountains 400 miles, and in facto the Pacific. The buffalo region, however, is east of the Rocky Mountains, for searcely any are found within the mountains. The Sait Lake people have, it is true, received a tradition from the Indians that one buffalo were plentiful in that country, and that they all perished one cold Winter; but this is doubtful. Pe everywhere in the mountains are sheltered valleys and slopes furnishing grass, so that no severity of cold could have destroyed buffalo if living in that country. To grass of the plains cast of the mountains is differen from any found West or East, and it is preëminent well suited to the buffalo; hence it may also be doubted whether these animals ever roamed in large numbers t the prairies of Iowa and Illinois, and even in the forests ntucky, as alleged, and for the sufficient reason that the grass of these regions loses its nutritious qua by the Fall rains and Winter frosts, and becomes wholly unfit for sustaining life. Hence it may be said with almost positive certainty that the buffslo region, as now exists, has been unchanged in character and limit for centuries, and that so far as the range itself is corcerned, it will remain unchanged; those on the east an only found in Eastern Dakota. So that here is a buffal region 300 miles broadfand 600 miles long, where million apon millions are to-day feeding, and where they an likely long to remain. Beyond the Missouri is still

America, and extending far toward McKenzie's River LESS DESTRUCTION OF BUFFALO THAN FORMERLY. But when the valleys of the Arkansas, the Republica the Platte, and the Missouri, shall be settled, the but faloes will be deprived of water, and their extinction will be inevitable-not for want of food, for this always must remain, but for want of water, unless some esp cial provision shall be made. There are, however, mai springs and small streams between these rivers, which always must be remote from settlements, and hereth buffalo may linger long, unless ranchmen seek then out, as they are likely to do, as headquarters for cattle

another range, longer and broader, reaching into Britis

Considerable is said about the wanton destruction of the buffalo, but this is probably much less now than the buffalo, but this is probably much less now that it was ten years ago, when thousands upon thousands of teams traversed the valleys of the Platte, the Smelt Hill, and the Arkansas, and when the saughter we great. Now that all travel is done by rail, two being completed and another nearly so, only a fer hunters, comparatively, eater upon the feeding grounds and the increase of buffalo must be greater than it he been since the days when the Indiana occupied its whole country, at which time these animals occupied all that part of Colorado now settled, and a wide beside beside, that is, a country 300 miles long and 190 to is miles wide.

beside, that is, a country 300 miles long and 190 or miles wide.

The great mass of the buffalo between the Arkson and the Platte are wintering these months in he Sepublican Valley, but good sized herds of from 30 is 10,000 have come over to the Platte, and some hare sea crossed this stream in places in heavy force. Pethas half a million head have come to the Platte Valley that Winter, but they shifted their feeding grounds early fee days, because they were disturbed by hunters also have killed possibly, altogether, 2,000 head. The mass starting point for hunters bound for the Platte Valley is the town of Greeley on the east, and from 1900 starting stations on the railroads in the west, but they are made good points, as it is hard to obtain supplies and leads.

HOW TO GO HUNTING.

A two-horse team is required, whether the number men is two or more; they carry provisions sufficiely last a week or ten days, with cooking utensils and prof of blankets, and the feeding grounds are reached by ut of blankets, and the feeding grounds are ceached by infull days of steadykiriving. There are some seight but no accommodations are looked for, and the hunds always camp out, sleeping on the ground or it the wagons. There has been little anow, and of course rain, so that the roads are bard and dry, but the size are frosty and sharp, and those not used to camped shiver in the cold and get blinded with the size are frosty and sharp, and those not used to camped shiver in the cold and get blinded with the size all timber ceases 50 miles below Greeky; as if wood has been neglected, the only recent is buffale chips, which burn quickly, but uske a rais smoke. It is by no means easy to come nour escent is buffale to get a chance to shoot desirable animals, said as fat calves or dry cows. Many of the inexperienced fluctuation of the course of the course of the course of the day full days of steady driving. There are some settled fruit rit. Africmonopin to strateince